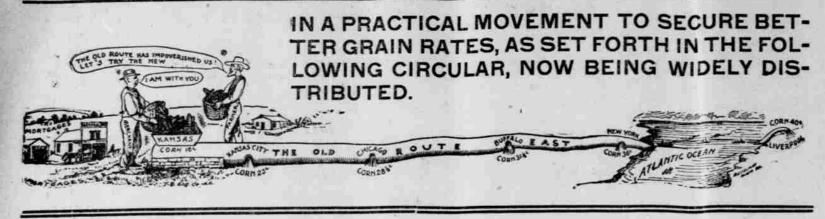
GALVESTON AND THE GREAT WEST



THIS BEING FOR THE PEOPLE, IS AT LENGTH, SO AS TO BE CLEAR TO | extent of advancing through a first ALL: THEREBY DRAWING OUT INTELLIGENT AND IMMEDIATE ACTION,

WHICH IS SO NECESSARY. THEREFORE PLEASE STUDY CAREFULLY. COPIES OF THESE PAPERS HAVE BEEN SENT TO OVER 500 POINTS IN KANSAS, NEBRASKA, COL-ORADO AND OKLAHOMA, TO ASSURE THROUGH SO MANY, QUICK ACCOMPLISHMENT OF THIS WORK. PLEASE DO NOT WAIT TO SEE WHETHER OR NOT ENOUGH OTHERS WILL COME IN, BUT DO WHAT YOU CAN AFFORD TO, AND WHAT YOUR INTEREST JUSTIFIES, AND THE WORK WILL BE ACCOMPLISHED, AND SECURE TO YOU THE BENEFIT OF YOUR SHORT RAIL ROUTE "TO THE SEA" ON BOTH OUT AND INBOUND BUSINESS.

THE WEST.

Wichita, Kan., April 16, 1896. To the People of Kansas, Nebraska, Colorado and Oklahoma, Greeting:

Now, that after years of earnest work and the expenditure of Millions of Doilars, DEEP WATER and TERMINAL FACILITIES have been secured at Galveston for a PRACTICAL and LARGE EXPORT and IMPORT business for the WEST, what is the West going to

As an evidence that Galveston is prepared to bandle grain, the official report of their grain inspector shows that on the present crop, Galveston exportto and including January 29, 2,618,679 businels of corn in forty-five vessels, nine of them being full car-These vessels were sent to the following places: Seven to Hamburg, eight to Havre, ten to Liverpool, five to Copenhagen, three to Rotterdam, on to Antwerp, five to Bremen, one to Geneo, one to Belfast, two to Manchester, and two for orders; and on the 29th of January there were about a million and a quarter bushels of corn in the elevator and on the track, which has since gone forward, making a total of about 4,000,000 bushels. Galveston If favorable rates had continued.

In two hours and a half the elevator delivered to a vessel 120,000 bushels. About two months ago we loaded the steamship Helen with 158,000 to Belfast and 15,000 of this had to be lightered to the vessel outside the bar. About two weeks ago we loaded this same vessel with 163,000 bushels at the eleof twenty-five cars each. So, in two months, the water deepened on the bar tion, as, even at junction points the sufficient to carry Twenty Thousand business was not sufficiently large to

DEEP WATER AT GALVESTON. Extract from speeches of Major A. M. Corps, at the Third Annual Banquet of the Galveston Chamber of Commerce

March 2, 1896. 15 feet, with a straight channel, while present conditions, and three tortuous and difficult to navigate.

during the past year, since we met, the | where in some years it may possibly all rapid extension of the north jetty con- | go, it would be practically a saving of tinually deepened the channel, until in May we had a depth of 18 feet. Since then we have been extending both jet- as compared to Kansas City. ties, and by these means and with the your service a depth of 22 feet. To re-

The depth on March 2, 1893, was The depth on March 2, 1894, was 14

feet. "The depth on March 2, 1895, was 15 "The depth on March 2, 1896, was 22

"From the date of my arrival here, in March, 1893, to the present date, the

channel has deepened 8¼ feet. There is no doubt that 25 feet of water will be obtained in a few months, and ultimately a depth of 30 feet.

which is capable of floating any vessel, merchant or war, that now navigates the waters of the globe." READ CAREFULLY.

A large grain elevator and central Wichita, concentrating outbound tonnage, the same as in the regular markets, is the key to the rate situation.

to the railroads of Kansas liberal market and elevator facilities nearest where the grain is grown, and on their own lines, where they can keep better control of their cars, get them unloaded and back to primary points most quickly and secure both the in and out haul; also, for the longer haul, load their cars to full capacity and in solid trains, then the railroads will seek the business at minimum rates, the same as in the regular markets. you want a thing you must place yourself on a competing basis to get it. This is direct and practicable, and will accomplish for the West quickly and permanently, what under any other nethods may take years and then pos-

sibly not be permanent. The foreign business is done under contracts made months ahead, in grain merchandise, and securing steamship and rall transportation to fit. With a steady outbound tonnage assured to the railroads and steamers, it is impossible for any participating in the same (calculating far ahead) to work on as close and safe margins as they other

The ocean traffic, generally speaking, Is handled by tramp vessels. A tramp | bring as much as at St. Louis or Kan-vessel to the ocean traffic is as the job | sas City? You masker. Concentration wagon to the town or city. A vessel or | and competition is the life of trade, so elevator. load if they were assured of a local hand as possible certain steady business, than for one load not knowing when they would get via Galveston can not be assured with another. A cierk would work for much less wages if assured a steady at Wichitz, concentrating the grain, as, job for a year than he could afford to if the job was only from week to week. the same way with the Grain Ex-porter; that is, he might be able to ducer, to the extent of the extra rail make good money at a handling charge had as compared with the distance to of 1 cent per bushel from f. o. b. in the interior to delivered in Europe, if as success, by identifying the trustees a contract that the clevator would except to the trustees a contract that the clevator toward making it a success, by identifying the trustees a contract that the clevator toward making it a success, by identifying the trustees a contract that the clevator toward making it as success, by identifying the trustees a contract that the clevator toward making it as success, by identifying the trustees a contract that the clevator to the trustees a contract that the clevator toward making it as success, by identifying the trustees a contract that the clevator to the trustees a contract that th make good money at a handling charge hand as compared with the distance to sured of a large and steady business, from Galveston, making a steady bus I fying the

GALVESTON NOW READY FOR while he might loose at 3 cents a bushel liness more uncertain. Again, at times

handling on irregular trade. Here is one illustration of the uncer tainty and risk of trying to do an export business without being in a position to feel assured of inland rates; We, anticipating a continuance of rates, chartered a specially desirable vessel, and afterwards was unable to buy the corn on account of a change in rates; so, we were long on this vessel, but fortunately for us, the vessel met with an accident which caused her to default her charter by only four hours, saving us a clear loss of at least two thousand dollars, as, if the vessel had arrived in time, she would have been on our hands and we could not have replaced the room at a less difference, on count of no corn. As it was, the vessel had to stand the loss. So naturally in taking such risks, both the vessels and exporters have to figure their charges accordingly. So it is safe to calculate, that a steady

ouslness through Galveston would result in a saving to the people of the West, at least 2 cents per bushel between Galveston and Europe. Now, as to the interior; the average local rates on grain from Kansas and Oklahoma, to Wichita is 3 cents to 41/2 cents per bushel less than the average local rate to Kansas City, all of which would could easily have handled Ten Million practically be saved to the producer, as, after the grain had accumulated at Wichita the railroads bidding for the same in competition with each other, would make, possibly, lower than Kansas City rates to Galveston, and to New Orleans, St. Louis and Chicago very close, if not equal, to the rates from Kansas City, and for western business lower rates than from the initial point vator, being the full capacity of the direct. Many countles have paid hunvessel, equal to 330 car loads of five dreds of thousands of dollars to get a hundred bushels each or thirteen trains second railroad in order to make compa tion, when really it did not make compeinduce the roads to compete for it at a possible sacrifice of their local rates at intermediate points. Now, by erecting Miller, of the United States Engineer a large elevator at Wichita and concentrating the grain, you get the benefit of four competitive railroads as much nearer to you as is Wichita nearer than Kansas City. So, with the gan there was a depth of 12 feet. The elevator and a market established as completion of the south jetty to a above, when there was an export bus length of 32,000 feet had increased the liness, it would enable the producer to depth in the navigable channel to 13% realize, through Galveston being assurged on March 2, 1803; to 14 feet on ed of a steady business, at least 2 cents March 2, 1894, and on March 2, 1895, to per bushel more at Galveston, than on formerly the channel had been very and a half cents additional at this end, saved in local rates, making a total of "It gives me much gratification and five to six and a half cents; while on great pleasure to announce to you that | business to the east and southeast

These are comparative savings, basis aid of dredging we now have placed at of the late rates out from Kansas City and ocean rates from Galveston. On a regular established business, vessels will make rates from Galveston to Europe within one and half cents per bushel of the rates from New York; so, if a steady business places Galveston within one and a half cents as near Europe as is New York, the difference in the rail distance to Galveston es compared to New York, should easily save the above difference to the West To further corroborate the above say

three to four and a half cents; the

ference between the locals to Wichita

ing via Galveston on a free busines and proportionate rates, we will state that on the big corn crop of 1889, the farmers realized ten to twelve cents for their corn, Galveston not being in it. This year, for a while at least, suf-

icient to give the West a good taste, Galveston was in it, and as a direct re sult, with Chicago corn one cent lower than the lowest price on the '89 crop, the farmers realized fifteen to seventeen cents, or six cents per bushel more than on the '89 crop, basis Chicago market. Now place yourselves in position to taste again, and enjoy permanently, by causing the erection of a large elevator and the establishment of a central grain market at Wichita, assurng Galveston a uniform outbound usiness. Otherwise, the charges beween Gaveston and Europe will force the grain to more distant ports, naking your nearest outlet in fact, not your pearest. Will you use it ar shu up? CONCENTRATE YOURGRAIN AT A PRACTICAL COMPETITIVE RAILROAD CENTER NEAREST THE POINT OF PRODUCTION AND GALVESTON, AND THEREBY COM-INSTEAD OF THE LONG MILEAGE RATES FIXING the SHORT, as NOW

Corn at local points in Illinois, nearer the markets of consumption than is St. same was, and possibly now is, true of Southern Kansas and Missouri corn, Why does not the corn at these local points, nearer the final destination, bring as much as at St. Louis or Kanjob wagon would carry freight for much get this as near to you with as short

same way with the farm hand; by wheat, for cleaning, grading, etc.

it may not be safe to carry grain at Galveston awaiting vessels, so in such cases, the grain should be accumulated in a large elevator in Southwest Kansas; otherwise it would be forced east for storage at the country's expense for

the extra distance. A steady outbound business once assured, the inbound domestic and foreign business, would soon adjust itself to the return tonnage room.

The character of the tonnage room required for grain, is the same as for general merchandise, so desirable to load back with foreign and domestic

All the farmers of Oklahoma, Kansas and Nebraska, are directly interested in the above, whether their grain would be tributary to the central market or not, as what reduction in rates are brought about through such central market, would naturally carry propertionate reductions throughtout the en tire territory.

Through the establishment of a market at Wichita, it would tend to make lower rates from Oklahoma south, and then on north-bound Oklahoma business there would be a saving of the difference between their local rate to

Wichita as compared to Kansas City. The wholesale merchants of Colorado should be especially interested in this, as a large outbound business means lower inbound rates on Atlantic seaboard and foreign goods, and to such an extent that it would give them almost Missouri River rates. bers of Oklahoma, Kansas and Nebraska would be proportionately benefitted on inbound rates; also, the more the producer realizes for his products the more money be has to buy goods with; therefore a larger business for all the lobbers on the Missouri River and throughout the West.

READ AND STUDY CAREFULLY OUR PAPER HEADED, SOUTHERN GATEWAY," AND THEN JOIN WITH THE WEST AND GALVESTON AS OUTLINED THEREIN FOR YOUR DIRECT

Galveston Export Commission Co. By D. C. IMBODEN, Gen. Mgr.

mortgage loan on the elevator, the money for the actual cost thereof, which amount must be approved of by the Wichita Commercial Club. Wichita will donate the land outright. The money would not be paid to the Elevator Company until after the elevator was completed and every thing ready for practical work; and then only in exchange for the Elevator Company's first mortgage bonds, which would be divided in ten equal series, one series payable each year, the first payable De-The bonds would be

in one, five and ten dollar amounts payable to bearer without interest and made somewhat in the form of a bank note, making it convenient for circulation, as, if the elevator and marke should prove a success, the bonds would be worth par and could easily be used in payment for obligations or put up as collateral.

We feel that if we should put our money in the elevator, there would be possible risk of falling to make a suc ess of the same, as the railroads east from the Mississippi River would prob-ably be disposed to try to prevent the grain from centering here, which if so might cause the elevator to stand for rears as a scare-crow against a market being established in Southwestern Kansas, and compell the grain as now, to go to the Eastern markets at an expense of the greater local haul while, with the people's money invested in the securities of the elevator, the eastern railroads would recognize through same, the earnestness of the West to utilize their nearest outlet, and that if they should attempt to interfere with the grain centering here, they would have not only the Galveston Ex port Commission Company to work against, but the people; and those, too, who are directly interested in the cess of the elevator, and are the initial owners of the grain; giving to the Comany control of a large volume of busness, which could not well be diverted without probably antagonizing the people beyond a reasonable risk.

It is desired that ALL the FARM ERS, MERCHANTS and GRAIN men subscribe the fullest amounts they are willing to pay, rather than not have the elevator and central market estab lished as above, from Ten to One Hundred Dollars, convert your grain to cash if necessary, and promptly send the subscriptions to us. After enough has been subscribed for a half million bushel elevator or more, then the sub-scriptions will be turned over to the Wichita Commercial Club, who will select a treasurer, requiring him to execute a good and acceptable bond to said Club for, and in behalf of the con-

passing through and storing of grain gins, practically assuring us of unitherein, and that the elevator charges for such service would not be higher than is customary in regular markets, tion, it will make the other markets and not to exceed one cent per bushel and ports work on the very closest per month for all kinds of grain; and basis in order to enable them to comalso to execute a good and sufficient bond that they would perform their duties faithfully as public ware-house the consumer and himself, irrespective men, and as a guarantee that they will of which way or to what market the deliver the grain on demand and ten- grain goes. der of its ware-house receipts. The Board of Trustees may select an attorney to draw up the mortgage and contracts and all other papers of detail to through the East to Europe the grain the carrying out of these convenants to has to pay tribute to one or two rallthe end, and the elevator company shall | way lines to Chicago, a commission and pay expense of same.

The farmers put in crops year after year at much expense and without nearly as much assurance of a crop as there is for the success of the elevator. and the benefits to be derived through same, and which would be permane with but one out-lay of money and that only in the way of a loan which would come back to them through the success of the elevator. They would not only be getting their money back which they advanced on the elevator, but many times more than this amount through the increased price they realize for their grain, which is the real object sought after. The elevator is not to be considered by the people or ourselves as a money-making but merely as a necessity toward the securing of the lowest possible freight rates and intermediate handling expense between the producer and con-

We, the Galveston Export Company consider the above a plain business proposition, which should meet with the hearty financial and moral support of all. Our general manager, Mr. D. C. Imboden, has been actively identified with the grain business since 1873, twelve years in Kansas City, where he enjoyed a large business, and since 1891 in Galveston. In that year he in- years for corn and wheat and to domes troduced to Europe the first Texas wheat, and established Galveston favorably both in Europe and on this side as an export grain market. We have been foremost in the grain export busness at Galveston when there anything doing, and have handled the same successfully each time. We are thoroughly conversant with the local shipping trade and all the domestic and foreign markets, so we are in position to work the grain to best advantage in which ever direction the most money can be realized. We do not contem plate for a moment to ship a bushel of grain to Galveston when we could do better elsewhere, but naturally, would give Galveston the preference at the price. One of our stock-holders is materially interested n the Wharf Company which owns and controls the million bushel elevator and wharfs. And further, our Company was incorporated for the purpose of doing un exporting, importing, ware nousing and forwarding commission business, and our main object in the securing of an elevator and establishcentral grain market as above, is to give us an assurance of the year pay the people many times its control of a large freight tonnage which will enable us to establish then build in time to handle it, regular steamship lines to different fully appreciate the importance orts, loading both the vessel and rail- of making a success of the elevator and road cars each way, giving us a good market, as the success or failure of handling commission in both directions same would prove material and lasting; on a minimum charge, as by being in so we certainly would lose much money position to work on a minimum, it and time before we should allow th would enable us to control a larger elevator to default any of its bonds. rolume of business in competition with You stand with us, and we certainly others and pay us nicely. Again, will, and most true, too, with you, the wharf and elevator earnings at Any grain dealer or owner can put Galveston would be considered in our his grain in and through the elevator commission charges, as, interests in sell and ship out the same as we, sell-our company have interests in the ing and shipping to or where he wharf company. Practically, we pleases; in fact, enjoy the same elevator would be the only intermediate expense and market facilities, as in regular between the local shipper and the con-sumer in the domestic and foreign mar-grain through the elevator, will have kets, which in itself, is of great advant- the privilege of turning in the elevator age to the producer. If we would pay company's bonds in payment for the interest on the bonds the producer storage to the extent of 50 per cent of would pay for same, as we would have same, the bonds so turned in, to be to make our earnings to pay it. If we'l those maturing in the year in which should build the elevator with our own the storage matures. money, the elevator would be run as a matter of profit, independently of the tion in rates, which may be purposely commission which of course, might induced by Eastern lines, interfere make it very expensive for the pro- with the prompt carrying through of ducer; and if some outside interest this work should own and control the elevator, it Now, ar would stand as a bar against the peo-ple of the West getting the benefit of the above, which from our experience their nearest tide-water outlet, to the | we candidly believe can be secured extent of the elevator charge making and is the most practicable way to do
the business by the nearest outlet more it? Remember your subscription will or less irregular, and through irregular not be binding until \$60,000 or more

form business other markets and ports at all times pete, which virtually will give to the fully as possible, and if you are willing Western producer the benefit of the to join and work with us in the same very lowest intermediate cost between grain goes. We must emphasize the all-importance to the West of having as few intermediate interests as possible to be supported between the producer and co sumer. In grain devator charge there, and perhaps an intermediate commission and elevator charge; then a lake transportation ; an elevator charge at Buffalo; a canal or railroad charge to New York; expensive terminal or elevator charges at New York, possibly another commission charge ocean rate; while with us you would have practically but one railroad, one cean and one commission charge, as the elevator here and at Galveston and the wharfage there, including the commission, would in a manner be all as

Our Mr. Imboden has given much money, time and study to this new out let and the transportation question, and has much pride in making a suc cess of securing to the West the fullest possible benefits of their nearest port, which he felt they should and would have, and which took him to Galveston in 1891 in plenty of time to prepare for what he foresaw and which

is now at hand. Estimating the average crop yield of the parts of Nebraska, Kansas and Oklaboma most interested in the above at 150,000,000 bushels of corn, 40,000, 000 bushels of wheat, and 30,000,000 bushels of oats, the value of these cereals through an elevator, market and handling as above, in export crop tic markets on oats, would be increased approximately as follows: Corn, 416 cents a bushel, or \$6,750,000; wheat, 6 cents a bushel, or \$2,400,000, and oats 2 cents a bushel, or \$600,000, or a total of \$9,750,000 a year additional wealth to the West, which means that much more purchasing power to the producer, and business for the merchants and bankers as well as a proportionate increase to the railroads in a return haul of merchandise; quite a good annual return on an advance of about

It is important that prompt action be taken in order to have the elevator completed at the earliest possible moment for the handling of the new wheat crop, which is most promising. Every days delay means the loss of Thous ands of Dollars. It is more necessary for wheat than corn that elevator facil ities be afforded near the point of pro

It is for full crop years that the vator and rates would be most needed, and if the elevator should be almost idle some light crop years, it would be ready for the next full crop and in one We cannot wait for a crop and cost. fully appreciate the importance to us

Please do not let temporary reduc-

Now, are you not willing to be one of business making the ocean rates and subscribed, when the money is sufhandling charges proportionately high- ject to payment within five days after er. In making the bonds payable one- demand from the treasurer, and if the tenth each year, it will enable us to elevator is not completed as above, the work on the very closest possible mar- money will be returned, so you are

Kans

Wichita, for the ins Secretary

orn Gateway, a record and WALKER,

r Souther them as C. A.

inal marked: "Our Club to be held by t

COHN, President Faulkner, Cashier

0 2

CHAS. C K, by Arthu BANK,

v Arthur Far. NK, Pool, Cashier.

central grain

fully secured, in either getting your money back, or first mortgage on a completed elevator and best pros-pects for the benefits as above. It is certainly worth a trial, and we heartly recommend same to you, and will use fully as possible, and if you are willing spirit that we are with you, we will be

able to make it a success. Now, each of you please study and re-read carefully, before deciding and we then feel you will be interested and ready to co-operate. Then sub-scribe and constitute yourself as a special committee of one to secure the cooperation and subscription of your neighbors, and send to us promptly Subscription blanks are hereto attached, or provided in another paper. is a broad work of Galveston with the entire West, and we trust so broad that no local antagonism will manifest itself. You can not afford it.

We would suggest that each town hold meetings at their usual township voting places without further notice, Wednesday, April 29th, and in towns at their usual meeting places, Saturday, April, 25th, to the subject and subscribe and select an active canvassing committee to see and not be present; also, if any desire further information, to select some one to come to see us.

We hereby request that the banks of each county seat get together and select one of the most favorably known and progressive business men of their county and ask him to come to Wichita at once, to see us, and look into the above fully, and then if all is endorsed by him, on his return, have a county meeting called at once to complete the subscriptions for that county, and if not completed, appoint township canvassing committees to promptly can vass each township to completion. We will pay the railroad fare one way, of the party selected by the banks, as above. We would be pleased to have any one who feels interested and desires further information, to come in or write to us; we will cheerfully and frankly answer all questions.

Do not wait for your neighbor, if enough others do not come in your sub-scription will not be binding.

Now, please let no time be lost. If each does his part, easily within his ability and as his interests justifies, the full amount should be raised by May 15th. Subcribe all you can, as, if more than sufficient is raised, the surplus would be returned.

of the West could aid much in taking this up through their columns, and we hereby request their hearty co-operation. The done much in an effort to realize to the people of the West the benefit of their nearest tide-water outlet, and we feel that here now is an opportunity for the press to be materially instrumental in securing the result long sought for.

Before taking this work up, we visited three points, to see whether or not the substantial merchants and farmers were in sympathy and would con tribute. We are frank in saying we were surprised at the universal interest malfested. The first meeting was of seven or eight. ed it and agreed to take \$200 of the elevator's bonds. The second place of about twenty-five, nineteen stood up on purely a voluntarily vote, substantially pledging their financial and moral sup At the third meeting place of the very strongest farmers, all were much iterested and ready to co-operate and take each from fifty to two hundred dollars of the bonds. So, this decided us to take up the work and we trust the balance of the people will follow in the wake of these three places. It is a work of far more importance to you, as a people, than to us.

In the discussion in one of the above meetings, the following occured. man said: "We should all club to gether and ship to Galveston irrespec tive of what the East bids grain." A little German (and who as class, are quite level headed) repiled as follows: "Dat is not pishness, ve should zell verever ve goud get de most money, dats pishness. If, by putting up an elevator at Vichita, gauses de East to bay von cent a pushel more vor our grain, vy ve make big money, even if de elevator did not dura a veel. I gives fifteen dollars."

NOW WHAT WILL YOU GIVE?

Please act promptly.
Yours obediently, Galveston Export and Commission Co. By D. C. IMBODEN, Gen. Mang. Temporary Office:

No. 307 Sedgwick Block, Wichita, Kansas.

General Office: Galveston, Texas. Address all cummunications on the above to us at Wichita, Kansas,

OUR SOUTHERN GATEWAY.



Wichita, Kan., April 6, '96. To the People of Kansas, Nebraska, Colorado and Oklahoma, Greeting:

quickest way to secure to the West tributed over Ten Dollars, and in profull and permanent benefits of our nearest tide-water port, on both out and inbound business, is through the erection of a half million bushel elevator at a cost of Sixty Thousand Dollars (ten per cent more or less); to a million bushel at a cost of One Hundred and Ten Thousands Dollars (ten per cent more or less), and the establishment of a central grain market at Wichita, where all the competitive Southwestern Kansas railway lines meet.

Deep water and ample handling bonds of the elevator as above, and the facilities at Galveston are now offered elevator entirely completed; and in case MAND THE SHORT MILEAGE to the people of the West for a large it is not completed on or before Jan RATES TO GALVESTON, AND and practicable export and import bus-THESE RATES TO FIX THE LONG, iness, but they are not of the service to iness, but they are not of the service to to the contributors and their subscrip the West that was contemplated; be- tions become vold. Those subscrib cause for the want of an assurance to Ten Dollars would receive ten One Dol the railroads and steamships of a lar bonds; those, Fifty Dollars, would regular outbound tonnage the handling | receive ten Five Dollars bonds, and Louis, sold this season at less than the expenses and ocean rates are neces- those subscribing One Hundred, Would regular market price at St. Louis. The sarily much higher than they otherwise receive ten Ten Dollars bonds, on would be. A uniform business can be bond of each set payable each year. assured, through an elevator and mar- Those subscribing in different amounts compared with Kansas City prices, ket facilities as above, so long of course their bonds would be divided up pro as the Western grain is on an export portionately. basis. When not, the export outlets are not needed. An elevator is necessary for a market and a market for an then be notified and invited to attend a then be notified and invited to attend a

> sion Company, are willing to erect the mortgage and represent the bond holdelevator, through an elevator company ers. If the elevator should default pay which we would incorporate, open an ment of any of its bonds at maturity office and furnish the money to carry and on demand, then the Elevator Con the grain in the elevator for the public, pany, upon demand of the Board of and establish a regular market at Trustees, shall, without resort to court, Wichita. The amount of money re-deliver to said board, within three quired to handle and carry the grain months thereafter, full, complete and and establish the market would be far peaceable possession of the elevator, in greater than the cost of the building, entire satisfaction and liquidation of

tributors to the elevator fund, and such treasurer will collect the subscriptions. If the money collected should be in excess of the money required, the surplus The most practicable, surest and would be returned to those who conportion to their subscriptions, so, in this way, no one would be paying more than was absolutely pecessary. While the subscriptions and money were be ing raised, the elevator company would proceed to get everything in readiness for construction, but not commence ac tual building until after the money was n the treasurer's hands. take about one hundred days to build. Not a dollar of this money is to be paid out excepting on the first morigage

eeting in Wichita. Kansas, to select We, the Galveston Export Commis- a board of trustees, to receive the aselves with the same to the should be for the use of the public in

ril 6, '96, 1 Company, 1 propose in in business ssion they e grai Wichtta, Kanhas, A e Galveston Export Commissionally able to carry out what the i, is thoroughly posted in the grick proposed. of the Galve nancially abl boden, is tho e work prope ability of are fina C. Imbo I business ab I that they a er, Mr. D. C. I qualified fo ne establishu is claimed fo ated the financial in information, with their General Mand Europe, and

CANSAS NA Com in duplicate of the Wichita (sted in the san Board of VALKE T. BAN S. Nafta To Whom It MAY CONCERN:
We have investigated
and from the best of our inf
the above, and also that thei
throughout this country and set: C. " is may April of thos

Wichita, CO., to the COMMISSION EXPORT pun GALVESTON

e our names, talveston Expo opposite o gh, the Galy forth in a by mount of elevated to be erected to and for the puringle in all of which is to the an proposed puditions, the origin

POST-OFFICE